LTIP PROJECT #5

APPLICATION FOR FINANCIAL ASSI
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Proj in completion of this form.

CBR05

SUBDIVISION: City of Cincinnati **CODE#** 061-

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE** 9 / 6 / 05

CONTACT: Keith Pettit **PHONE #** (513) 352 - 5286

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASISDURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 352-1581 **E-MAIL** keith.pettit@cincinnati.oh.gov

PROJECT NAME: Hamilton Avenue – Windermere to Groesbeck

SUBDIVISION TYPE
(Check Only 1)
__1. County
__2. City
__3. Township
__4. Village
__5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
_X_1. Grant $_____
__2. Loan $_____
__3. Loan Assistance $_____

PROJECT TYPE
(Check Largest Component)
_X_1. Road
__2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST:$ 2,950,000 **FUNDING REQUESTED:**$ 590,000

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT:$ 590,000 **LOAN ASSISTANCE:**$_____
SCIP LOAN: $_____ **RATE:**_____% **TERM:** _____yrs.
RLP LOAN: $_____ **RATE:**_____% **TERM:** _____yrs.

(Check Only 1)
___State Capital Improvement Program ___Small Government Program
X Local Transportation Improvements Program

2005 SEP -9 PM 3:27
ROAD RECORDS DEPT

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation _____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved: ___/___/___
SCIP Loan _____ **RLP Loan**

1.0 PROJECT FINANCIAL INFORMATION

1.1	PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.)	Basic Engineering Services:		$_____.00	
	Preliminary Design	$_____. 00		
	Final Design	$_____. 00		
	Bidding	$_____. 00		
	Construction Phase	$_____. 00		
	Additional Engineering Services *Identify services and costs below.		$_____.00	
b.)	Acquisition Expenses: Land and/or Right-of-Way		$_____.00	
c.)	Construction Costs:		$ 2,950,000.00	
d.)	Equipment Purchased Directly:		$_____.00	
e.)	Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		$_____.00	
f.)	Construction Contingencies:		$_____.00	
g.)	TOTAL ESTIMATED COSTS:		$ 2,950,000 .00	

*List Additional Engineering Services here:

Service: Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ 0 .00	
b.)	Local Revenues	$ .00	
c.)	Other Public Revenues	$ .00	
	ODOT	$ 2,360,000.00	
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ .00	
	OTHER _____	$ .00	
	SUBTOTAL LOCAL RESOURCES:	$ .00	
d.)	OPWC Funds		
	1. Grant	$ 590,000.00	
	2. Loan	$ .00	
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC RESOURCES:	$ 590,000 .00	
e.)	TOTAL FINANCIAL RESOURCES:	$ 2,950,000.00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# 24503 Sale Date: July, 06

STATUS: (Check one)

Traditional
Local Planning Agency (LPA) X
State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Hamilton Avenue – Windermere to Groesbeck

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Hamilton Avenue from 600' South of Southridge (formerly Windermere Way) to Groesbeck Avenue.

PROJECT ZIP CODE: 45224

B: PROJECT COMPONENTS:

New Concrete Curbs, and Walk. Full depth pavement repairs, and grind and overlay over entire pavement. Widen existing pavement 2' feet, super-elevate curve south of Winderemere Way and provide left turn lanes at Windermere Way and the Belmont/Hillcrest intersections.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Project is 3100 feet in length. Existing pavement is 40' in width. Proposed pavement will be 42'. At the intersections of Windermere (Southridge) and Belmont Avenue the pavement will be 52' wide to accomodate left turn lanes.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 21,067 Year: 2005 Projected ADT: 25,700 Year: 2015

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: $_____ Proposed Rate: $

Stormwater: Number of households served:

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	$ 2,750,000.00
TOTAL PORTION OF PROJECT NEW/EXPANSION	$ 200,000.00

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	Engineering/Design:	1 /5 /03	4 /1 /06
4.2	Bid Advertisement and Award:	6 / 1 /06	9 /1 /06
4.3	Construction:	11 / 1 /06	11 /1 /07
4.4	Right-of-Way/Land Acquisition:	4 /1 /05	4 /1 /06

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1

CHIEF EXECUTIVE OFFICER	Scott Stiles
TITLE	Assistant City Manager
STREET	Room 104, City Hall, 801 Plum Street
CITY/ZIP	Cincinnati, Ohio 45202
PHONE	(513) 352-3475 -
FAX	(513) 352-2458 -
E-MAIL	scott.stiles@cincinnati-oh.gov
CHIEF FINANCIAL OFFICER	William Moller
TITLE	Director of Finance
STREET	Room 250, City Hall 801 Plum Street
CITY/ZIP	Cincinnati, Ohio 45202
PHONE	(513) 352-6275
FAX	(513) 352-2370
E-MAIL	bill.moller@cincinnati-oh.gov
PROJECT MANAGER	Don Gindling, PE
TITLE	Principal Public Works Construction Engineer
STREET	Room 340, City Hall 801 Plum Street
CITY/ZIP	Cincinnati, Ohio 45202
PHONE	(513) 352-1518
FAX	(513) 352-1581
E-MAIL	don.gindling@cincinnati-oh.gov

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[ ] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.

[X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[NA] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[NA] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[ ] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Scott Stiles, Assistant City Manager

Certifying Representative (Type or Print Name and Title)

9/8/05

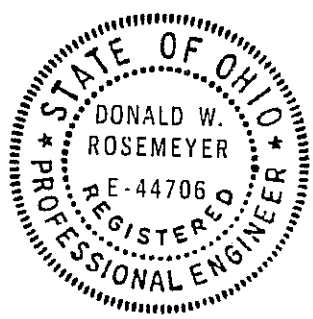
Signature/Date Signed

September 9, 2005

Subject: Hamilton Avenue Improvement
Certification of Useful Life for OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject street improvement is at least twenty (20) years.

(seal)

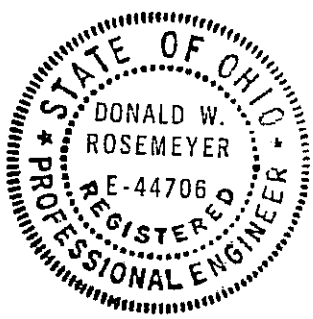


Donald W. Rosemeyer, P.E.
City Engineer
City of Cincinnati

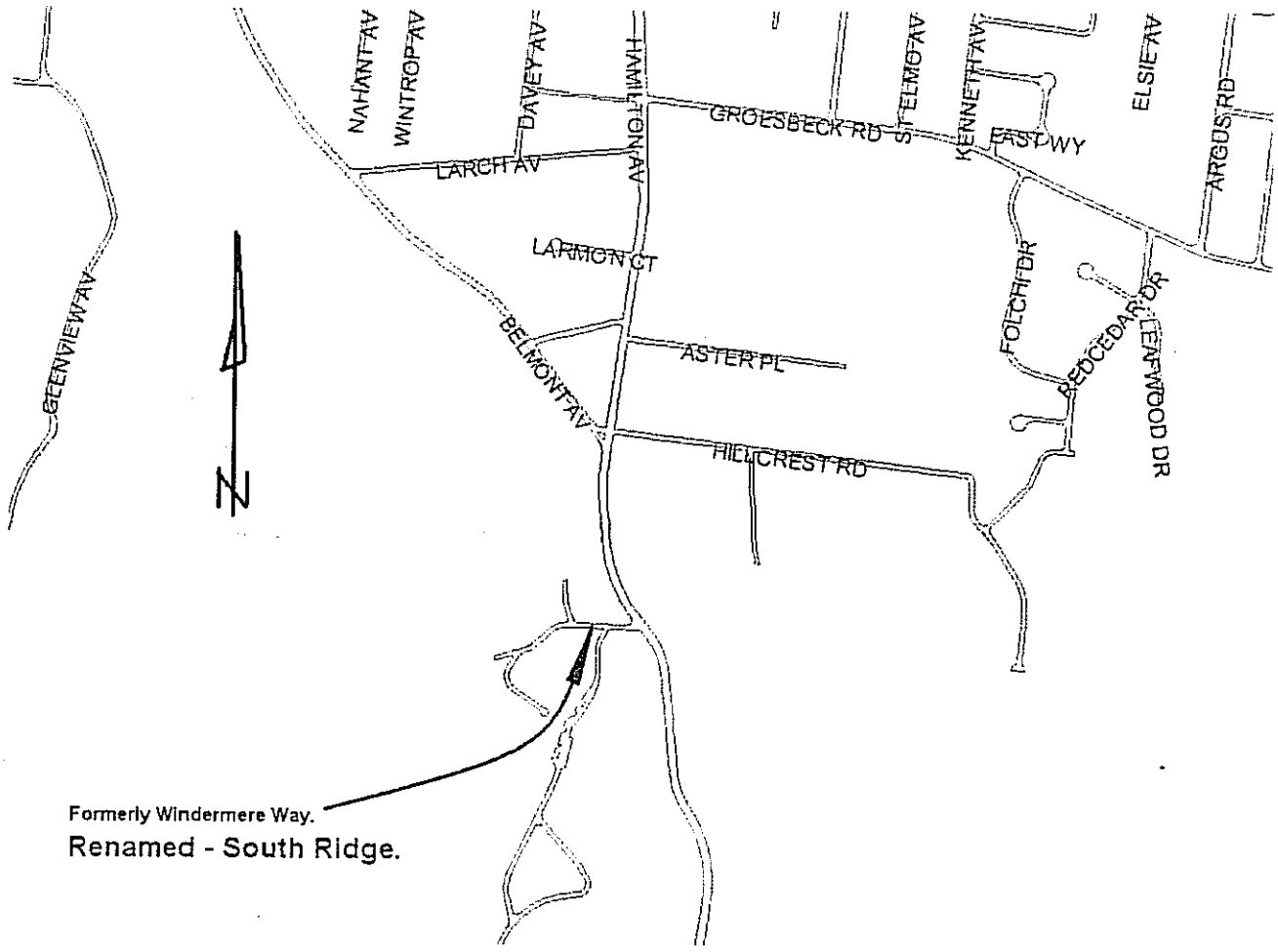
PAY ITEM	SPEC	DESCRIPTION	QUANTITY	UNIT		TOTAL
1	103	Contract Bond	1	LS	27000.00 / LS	$27,000.00
2	109.51	Contingency Items	1	LS	280000.00 / LS	$280,000.00
3	201	Clearing and Grubbing	1	LS	10000.00 / LS	$10,000.00
4	202	Structures Removed	1	LS	15000.00 / LS	$15,000.00
5	254	Pavement Planing	30,000	SY	4.00 / SY	$120,000.00
6	202	Pavement Removed	7,600	S.Y.	8.00 / S.Y	$60,800.00
7	202	Tree Removed	14	Each	250.00 / Each	$3,500.00
8	202	Walk Removed	28,000	Sq. Ft.	3.50 / Sq. Ft.	$98,000.00
9	202	Curb Removed	6,900	Lin. Ft.	6.00 / Lin. Ft.	$41,400.00
10	202	Remove Inlet	16	Each	400.00 / Each	$6,400.00
11	202	12" Pipe Fill Seal and Abandon	7	Each	55.00 / Each	$385.00
12	203	Embankment	525	Cu. Yd.	25.00 / Cu. Yd.	$13,125.00
13	203	Excavation	500	Cu. Yd.	8.00 / Cu. Yd.	$4,000.00
14	253	Full Depth Pavement Repair	1,400	S.Y	69.00 / S.Y.	$96,600.00
15	203	Subgrade Compaction	3,700	SY	1.25 / S.Y.	$4,625.00
16	304	Aggregate Base	100	Cu. Yd.	27.00 / Cu. Yd.	$2,700.00
17	305	8" Concrete Base	4,200	S.Y	52.00 / S.Y.	$218,400.00
18	448	Asphalt Concrete Surface Course Type 1H	1,250	Cu. Yd.	155.00 / Cu. Yd.	$193,750.00
19	448	Asphalt Concrete Leveling Course	850	Cu. Yd.	155.00 / Cu. Yd.	$131,750.00
20	604	Manhole Adjusted to Grade	22	Each	300.00 / Each	$6,600.00
21	608	5" Concrete Walk	34,000	Sq. Ft.	7.00 / Sq. Ft.	$238,000.00
22	608	Concrete Steps	150	Lin.Ft.	65.00 / Lin.Ft.	$9,750.00
23	608	Handicap Ramps, Type 1 or 2	25	Each	150.00 / Each	$3,750.00
24	609	Type P-4 Concrete Curb	6,900	Lin. Ft.	14.00 / Lin. Ft.	$96,600.00
25	609	Type RW-1 Concrete Curb	15	Lin. Ft.	14.00 / Lin. Ft.	$210.00
26	609	Type W-1 Concrete Curb	30	Lin. Ft.	14.00 / Lin. Ft.	$420.00
27	619	Maintaining Traffic	1	LS	85000.00 / LS	$85,000.00
28	627	Concrete Drive	1,500	Sq. Yd.	11.00 / Sq. Yd.	$16,500.00
29	603	12" Conduit type H	200	Lin. Ft.	65.00 / Lin. Ft.	$13,000.00
30	604	Reconstruct Inlet	4	Each	1300.00 / Each	$5,200.00
31	604	Combination Inlet (CI)	16	Each	2600.00 / Each	$41,600.00
32	604	Manhole Type P	8	Each	3500.00 / Each	$28,000.00
32	653	Topsoil Furnished and Placed	200	Cu. Yd.	15.00 / Cu. Yd.	$3,000.00
33	660	Sodding	3,050	Sq.Yd.	7.00 / Sq.Yd	$21,350.00
34	659	Seeding & Mulching	13,000	Sq. Ft.	0.40 / Sq. Ft.	$5,200.00
34	Special	Project Sign	2	Each	700.00 / Each	$1,400.00
35	Special	Segmental Retaining Wall	1,500	Sq. Ft.	60.00 / Sq. Ft.	$90,000.00
36	614	Temporary Lane Line	1.30	Mile	600.00 / Mile	$780.00
37	614	Temporary Stop Line	386	Lin. Ft.	1.00 / Lin Ft.	$386.00
38	614	Temporary Center Line	0.60	Mile	600.00 / Mile	$360.00
39	630	Traffic Signals/Lighting	1.00	LS	692000.00 / LS	$692,000.00
40	644	Lane Line	1.30	Mile	600.00 / Mile	$780.00
41	644	Edge Line	0.10	Mile	600.00 / Mile	$60.00
42	644	Channelizing Line	300	Lin Ft.	1.00 / Lin Ft.	$300.00
43	644	Transverse Line	270	Lin Ft.	1.00 / Lin Ft.	$270.00
44	644	Stop Line	369	Lin. Ft.	1.00 / Lin Ft.	$369.00
45	614	Lane Line	1.30	Mile	600.00 / Mile	$780.00
45	644	Lane Arrow	4	Each	250.00 / Each	$1,000.00
46	644	Center Line	0.70	Mile	2000.00 / Mile	$1,400.00
47	1101	Furnish and Laying Ductile Iron Pipe	560	Lin. Ft.	350.00 / Lin Ft.	$196,000.00

48	1115	Furnish and Install Fire Hydrant	20	Each	1700.00 / Each	$34,000.00
49	1114	Remove Fire Hydrant	20	Each	600.00 / Each	$12,000.00
50	1116	Furnish and Install Valve Boxes Complete	20	Each	525.00 / Each	$10,500.00
51	1115	Furnish and Install Fire Hydrant Extension	20	Each	300.00 / Each	$6,000.00

Estimated Total $2,950,000.00



9/9/25


NAHANT AV
WINTROP AV
DAVEY AV
HAMILTON AV
GROESBECK RD
ST ELMO AV
KENNETH AV
EASTWY
ELSIE AV
ARGUS RD
LARCH AV
LARMON CT
GLENVIEW AV
BELMONT AV
ASTER PL
FOLCROFT DR
CEDARDALE DR
GLENWOOD DR
HILLCREST RD
N
Formerly Windermere Way.
Renamed - South Ridge.

City of Cincinnati

Department of Finance

Suite 250, City Hall
801 Plum Street
Cincinnati, Ohio 45202
Phone (513) 352-3731
Fax (513) 352-2370

William E. Moller
Director

September 9, 2005

Mr. Lawrence Bicking, Director
Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, Ohio 43215

RE: Status of Funds for Local Share of 2006 SCIP/LTIP Project Grants

Dear Mr. Bicking:

We will include the local shares for selected 2006 SCIP/LTIP Projects (Round 20 Funding) in the City Manager's recommended 2006 Capital Improvement Program. The eight projects submitted are:

STREET REHABILITATION PROJECT

McMillan Street – Central Parkway to Ravine Street

STREET REHABILITATION AND IMPROVEMENT PROJECT

Rapid Run Road – Glenway Avenue to West Corporation Line near Covedale Avenue

PIER WALL AND STREET REHABILITATION PROJECT

Glenview Avenue – Kirby Avenue to Belmont Avenue

STREET IMPROVEMENT PROJECTS

Hamilton Avenue – South Ridge Drive (formerly Windemere Drive) to Groesbeck Road
Riverside Drive (Formerly Eastern Avenue) – Eggleston Avenue to Bains Place

BRIDGE REPLACEMENT PROJECTS

Center Hill Avenue Bridge over Millcreek
Kennedy Avenue Bridge over NS Railroad

BRIDGE REHABILITATION PROJECT

Eighth Street Viaduct – Burns Street to McLean Street

We expect to finance the local share for these projects from Street Improvement Bonds and Cincinnati Southern Railway lease proceeds. Additional matching funds are expected from the Ohio Department of Transportation and the Municipal Road Fund.

If you have any questions or need additional information regarding these projects, please contact me at 513-352-6275.

Sincerely,

William E. Moller/swr for

William E. Moller
Director of Finance

cc: S. Stiles, Assistant City Manager
C. Sigman, Budget
E. Enabnit, Transportation & Engineering
D. Rosemeyer, Engineering
K. Conn, Engineering
J. Vogel, Engineering
J. Buttner, Engineering
J. Brazina, Engineering
G. Long, Engineering
C. Ertel, Engineering
C. Hines, Engineering
D. Cline, Engineering

CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the **Hamilton Avenue** project application are a true and accurate count done by the City of Cincinnati's Traffic Engineering Division.

Stephen I. Niemeier, P.E.
Principal Traffic Engineer

ADDITIONAL SUPPORT INFORMATION

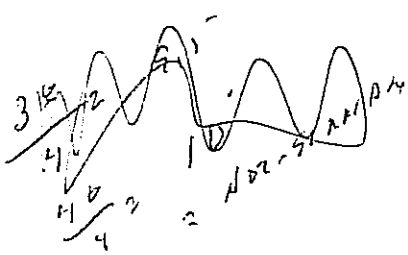
For Program Year 2006 (July 1, 2006 through June 30, 2007), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____YES __X__NO (ANSWER REQUIRED)
Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

Hamilton Avenue from South Ridge Drive (formerly Windermere Way) to Groesbeck Road currently consists of two 10 foot lanes and two 9 foot lanes with 1 foot offset from the curb built in a 60 foot right-of-way. The pavement consists of a concrete base with an asphalt concrete overlay and vertical curbs. The Customer Service Request database has 27 pothole/pavement complaints from October 2004 until June 2005, see attached spreadsheet. On the average, the Pavement Condition Index (PCI) is only 50 points. The pavement section between Pasadena and Larch is the worst section, with a PCI of only 40. MicroPaver characterizes pavements in this conditon as being "very poor". (These condition ratings were performed by an independent consultant, KMS Associates, using the Army Corps of Engineers' MicroPaver evaluation system. See attached detailed MicroPaver condition analysis sheets for each section of Hamilton Avenue included in this project.) Pavements at this level of deterioration warrant extensive full depth replacement with a structural overlay consisting of Item 448 Type 1 leveling course and Type 1H (heavy duty) surface course; this work is to be included in the Hamilton Avenue project. Consequently, the project should receive 20 points under "Condition".



2) **How important is the project to the safety of the Public and the citizens of the District and/or service area?**

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

There are several horizontal curves, the most severe curve just south of Southridge Drive (formerly Windermere Way) has a radius of 400 feet (14.3 DC). This curve will be superelevated with this improvement. By widening the curb lanes we will provide additional clearance from the curb and inlets, thereby improving safety for vehicles, pedestrians, and parked vehicles during off-peak hours. Providing left turn lanes at the intersections will also improve safety and capacity. Traffic accident data was analyzed for three years 2000, 2001 and 2002. During the 3 year period a total of 293 accidents were recorded with accident rate of 6.86 accidents per million vehicles miles. 105 (35%) rear end and 66 (23%) angle accidents were recorded. The addition of left turn lanes will reduce these accidents. Sideswipe accidents account for 54 (18.5%) of the total accidents. Out of these 7 (2.4%) sideswipe accidents involved cars moving in the opposite directions and the remaining 47 (16%) sideswipe accidents were recorded between the vehicles traveling in the same directions. Analysis of data from January 2004 to April 2005 on the City's new Traffic Accident Database shows an accident rate of 13.0 accidents per mvm which is almost twice the City's average. Attached are a summary sheet and the OH1 reports for accidents related to lane width and lack of superelevation. The project should receive 25 points for improving the safety problems. By superelevating curves and widening to AASHTO standard lane widths, we will reduce side-swipe and fixed object accidents , property damage, and injury in the corridor. In addition, adding turn lanes will reduce the rear-end accidents at the intersections.

3) **How important is the project to the health of the Public and the citizens of the District and/or service area?**

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

na

4) **Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?**

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Rapid Run Road Improvement

Priority 2 Glenview Avenue Pier Wall and Street Rehabilitation

Priority 3 Hamilton Avenue Improvement

Priority 4 McMillan Street Rehabilitation

Priority 5 Riverside Drive Improvements

5) To what extent will the user fee funded agency be participating in the funding of the project?

(example: rates for water or sewer, frontage assessments, etc.).

na

6) **Economic Growth – How will the completed project enhance economic growth**

Give a statement of the projects effect on the economic growth of the service area (be specific).

na

7) **Matching Funds - LOCAL**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) **Matching Funds - OTHER**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 31st of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

80% of the funds are from OKI's STP allocation.

9) **Will the project alleviate serious capacity problems or respond to the future level of service needs of the district?**

Describe how the proposed project will alleviate serious capacity problems (be specific).

The addition of left turn lanes will improve the congestion on Hamilton Avenue. Additionally the widening of the curb lanes will allow for better traffic movement. According to CDS's December 1989 Hamilton Avenue Corridor Study: "the intersection of Hamilton and Belmont is operating at an unsatisfactory level of service during the PM peak hour. This is due in part to the heavy volume of northbound left turns and northbound through traffic." The project will be providing a separate left turn lane for this northbound left turn traffic. If the project isn't constructed, the design year LOS is E. The project should receive 10 points for improving capacity to LOS from E to A in the 30 year design year. See attached LOS calculations.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS E Proposed LOS A

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

_____

_____

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 6

a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____

b.) Are detailed construction plans completed? Yes _____ No X N/A _____

c.) Are all utility coordination's completed? Yes _____ No X N/A _____

d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No X N/A _____

If no, how many parcels needed for project? 36 Of these, how many are: Takes 7

Temporary 36

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

Project has received ODOT approval and is currently being appraised.

e.) Give an estimate of time needed to complete any item above not yet completed. 7 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Hamilton Avenue is US Route 127 and is classified as an Urban Principal Arterial on the Federal Aid System. Hamilton Avenue connects Mount Healthy, College Hill, and Northside to Interstates 74 and 75, Ronald Reagan Cross-County Highway, and the Uptown/University of Cincinnati employment centers. The project should receive 10 points for having major regional impact.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No Bans

Will the ban be removed after the project is completed? Yes _____ No _____ N/A X

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 21,067 X 1.20 = 25280 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional $5.00 License Tax X

Infrastructure Levy X Specify type Dedicated portion of City's earning tax

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

SCIP/LTIP PROGRAM
ROUND 20 - PROGRAM YEAR 2006
PROJECT SELECTION CRITERIA
JULY 1, 2006 TO JUNE 30, 2007

NAME OF APPLICANT: CINCINNATI

NAME OF PROJECT: HAMILTON - WINDERMERE TO GROESBECK

RATING TEAM: 3

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

1) **What is the physical condition of the existing infrastructure that is to be replaced or repaired?**

25 - Failed
23 - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
(10) - Moderately Fair
5 - Fair Condition
0 - Good or Better

10.1 %

Appeal Score

17

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition –requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: **If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.**

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
5 – Poorly documented importance
0 - No measurable impact

Appeal Score

10

Criterion 2 – Safety

The jurisdiction shall include in its application the type, frequency, and severity of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
5 - Poorly documented importance
0 - No measurable impact

Appeal Score

Criterion 3 – Health

The jurisdiction shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? **In all cases, quantified documentation is required.** Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project
20 - Second priority project
15 - Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower

#3

Appeal Score

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

5) To what extent will a user fee funded agency be participating in the funding of the project?

(10) – Less than 10%
9 – 10% to 19.99%
8 – 20% to 29.99%
7 – 30% to 39.99%
6 – 40% to 49.99%
5 – 50% to 59.99%
4 – 60% to 69.99%
3 – 70% to 79.99%
2 – 80% to 89.99%
1 – 90% to 95%
0 – Above 95%

Appeal Score

_____

Criterion 5 – User Fee-funded Agency Participation
To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure new employment
5 – The project will permit more development
(0) – The project will not impact development

Appeal Score

_____

Criterion 6 – Economic Growth
Will the completed project enhance economic growth and/or development in the service area?
Definitions:
Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.
Permit more development: The project as designed will permit additional business development/employment. The applicant must supply details.
The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement
9 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
(0) – Less than 10%

List total percentage of "Local" funds 0 %

Criterion 7 – Matching Funds – Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other")

8) Matching Funds – OTHER

List total percentage of "Other" funds 80 %

(10) – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
1 – 1% to 9.99%
0 – Less than 1%

List below each funding source and percentage

ODOT	80 %
	%
	%
	%
	%

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer's Office meets the requirement.

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

10 - Project design is for future demand.
8 - Project design is for partial future demand.
(6) - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
2 - Project design is for no increase in capacity.

?

Appeal Score

6

Criterion 9 – Alleviate Capacity Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects and readiness to proceed)

(5) Will be under contract by December 31, 2006 and no delinquent projects in Rounds 17 & 18
3 - Will be under contract by March 31, 2007 and/or one delinquent project in Rounds 17 & 18
0 - Will not be under contract by March 31, 2007 and/or more than one delinquent project in Rounds 17 & 18

Criterion 10 – Readiness to Proceed
The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round, unless a variance is approved by the Integrating Committee.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

10 – Major Impact
(8) Significant Impact
6 – Moderate Impact
4 – Minor Impact
2 – Minimal or No Impact

8 ?

Appeal Score

_____

Criterion 11 - Regional Impact
The regional significance of the infrastructure that is being repaired or replaced.
Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact - Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) What is the overall economic health of the jurisdiction?

10 Points
8 Points
6 Points
4 Points
2 Points

Criterion 12 – Economic Health
The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed
8 – 80% reduction in legal load or 4-wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
0 - Less than 20% reduction in legal load

Appeal Score _____

Criterion 13 - Ban
The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more
8 - 12,000 to 15,999
6 - 8,000 to 11,999
4 - 4,000 to 7,999
2 - 3,999 and under

25,280

Appeal Score _____

Criterion 14 - Users
The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? *(Provide documentation of which fees have been enacted.)*

5 - Two or more of the above
3 - One of the above
0 - None of the above

Appeal Score _____

Criterion 15 – Fees, Levies, Etc.
The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.